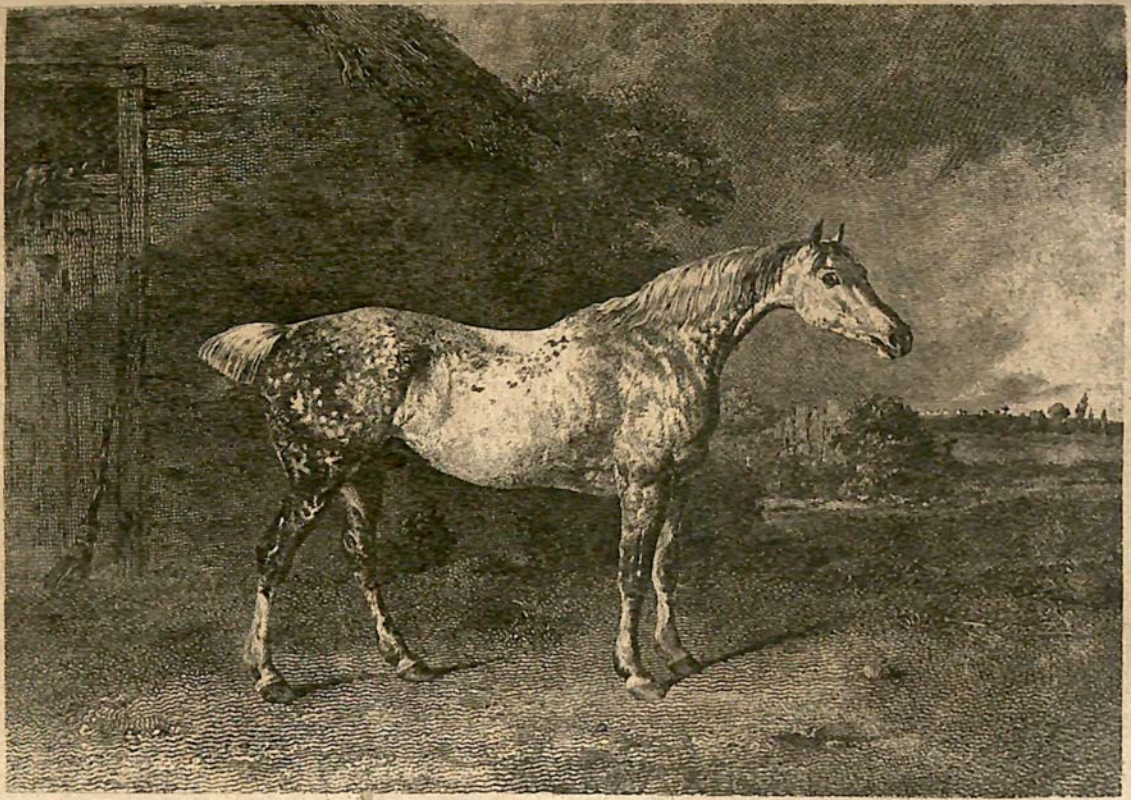
GOD
798.209
Lup/Hor
94402

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

Digitized with financial assistance from the
Government of Maharashtra
on 05 October, 2018



GOLDFINCH, BY LOP. THE PROPERTY OF JOHN TURNER, ESQ.
Acquired great celebrity as a Hunter in the Marsham or Joliffe Hunt. 1770.

# THE HORSE:

## AS HE WAS, AS HE IS,

AND

## AS HE OUGHT TO BE.

94402

BY

JAMES IRVINE LUPTON, F.R.C.V.S.,

AUTHOR OF "THE EXTERNAL ANATOMY OF THE HORSE,"
ETC., ETC.

MM g 53

LONDON:
W. H. ALLEN & CO., 13, WATERLOO PLACE,
PALL MALL. S.W.

1881.

*(All rights reserved.)*

94402

LONDON:
PRINTED BY W. H. ALLEN AND CO., 13 WATERLOO PLACE.

# PREFACE.

THE present booklet has been written with the intent to prove that of late years the English nation has failed in the production of one of its most important commodities, and the means by which a further extent of this evil can be remedied has been suggested.

The race-course has caused the excessive creation of thorough-breds. Why should not the general-utility horse possess a suitable arena whereon to exhibit his speed and endurance at other paces than the gallop?

The demand for such horses in a commercial point of view is not sufficiently attractive to create the much-needed supply; but were trotting courses instituted in this country similar to those in America then the supply would, in a very few years, exceed the demand.

The illustrations which accompany this small volume are intended to point out the classes of horses which existed during the various periods of the world's history, and especially those common to Great Britain during the

past and present centuries; from which the public will be able to judge whether we possess such good horses now as we did one hundred years ago.

As Englishmen it is our duty to do all in our power to prevent the decline and fall of the British utility horse, for such certainly will take place unless we bestir ourselves to energetic action in supplying a commodity which we now in great measure obtain from foreign sources. Is it not a national disgrace that England of the past, which supplied Europe with her best horses, should now be dependent upon Continental countries for her useful supplies?

Reader! Assist in rescuing us from an impending national calamity? It can be accomplished by the adoption of means similar to, if not identical with, those detailed in the following pages...

JAMES IRVINE LUPTON.

*Dunstable House, Richmond, Surrey.*
*May 27th,* 1881.

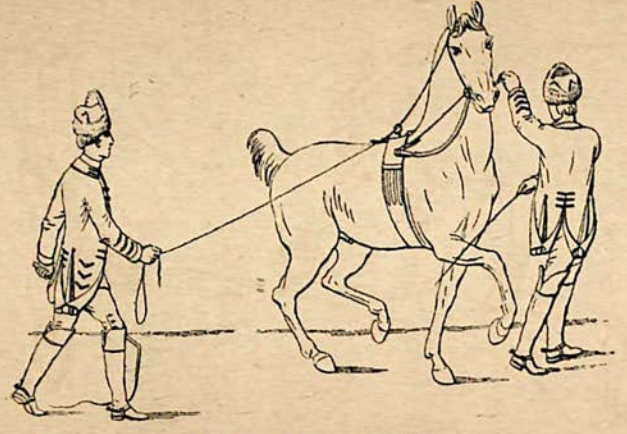
GRECIAN HORSE. FRIEZE OF THE PARTHENON. V. CENTURY B.C.

ROMAN HORSE. STATUE OF M. AURELIUS. II. CENTURY.

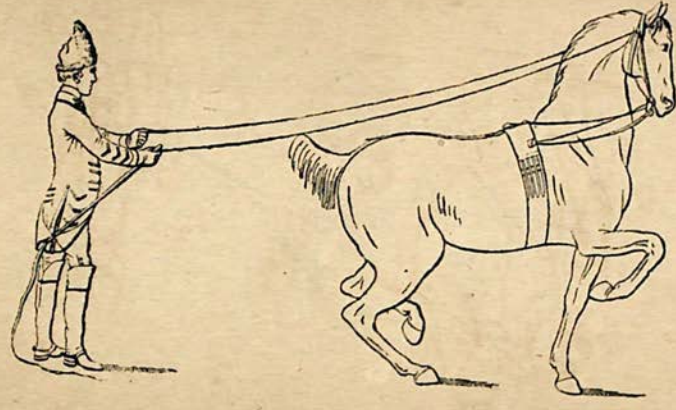
NORMAN HORSE. BAYEUX TAPESTRY. IX. CENTURY.

ENGLISH HORSE. TOURNAMENT ROLL. XVI. CENTURY.

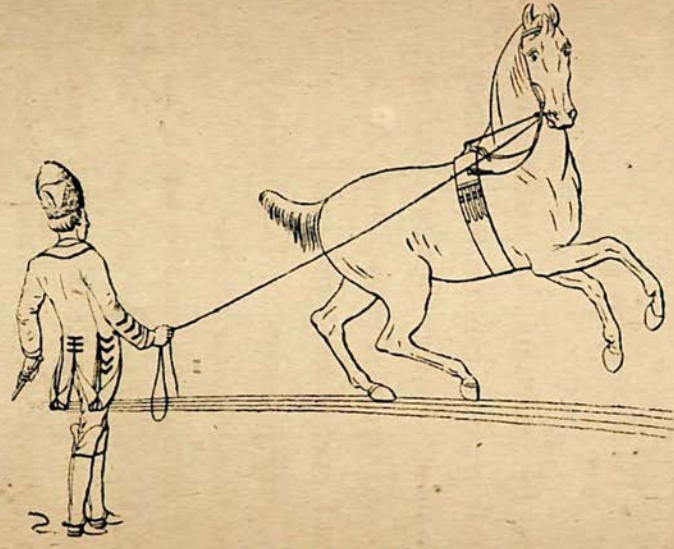
The three following plates are exact reproductions from the work of the Earl of Pembroke on "Military Equitation," &c. They represent Cavalry horses of about the year 1750, and also some of the processes of breaking them in.



CAVALRY HORSE. A.D. 1750.



CAVALRY HORSE. A.D. 1750.



CAVALRY HORSE. A.D. 1750.

# THE HORSE.

The general utility horse.

It may be startling to assert that within thirty years continental countries will produce better general utility horses than Great Britain, but it is true; and even during the past season half the carriage-horses in London have emanated from foreign sources.

Scarcity of horses in England.

Lord Rosebery's Committee which sat in 1873 to inquire into the cause of horse scarcity, although it elicited some valuable information, never did a single witness throw any light upon the subject, for the simple reason that the true cause was never recognised.

The demand responded to by continental countries and America.

There is no doubt that at this time the demand for horses exceeded the supply, and that the demand was responded to by continental countries and our American brothers, and although such horses assisted us in our life-traffic, they were deficient in quality and lacked that form which a century past had taught Englishmen to admire. But since this date the foreign horse has improved, and this improvement has been obtained not with foreign material but by importation of equine material from these shores. Good stallions and mares have been sent to Germany, France, &c. in order that these countries might grow for us the very commodity we wanted and which we refused to manufacture. We exported to foreign countries that

which we should have retained for home use. At the present moment we possess the best breeds of horses in the world, whether they be thorough-breds, nags, or cart-horses; but in the production of general utility horses we are allowing other countries to overtake us.

Failure of supply.

How is it that we allow this state of things to exist? Create a demand and the supply will be forthcoming, so long as the producer of the supply is well paid for his pains. Many English farmers assert that it pays them better to breed sheep than horses, and we know that many horse-breeding establishments have proved failures. But this is no reason why the future of businesses in this direction should not pay if properly conducted.

The race-horse largely represented, to the detriment of the general utility horse.

The propagation of the race-horse brought grist to the mill of the late Mr. Blinkiron; such animals as he produced only possessed a large money value because the gambling table allured men to bid high prices for stock descended from celebrated winners, and by no means the class of animal wanted to make good the equine deficiency complained of in 1873. The evidence elicited at the Rosebery Committee proved beyond doubt that England possessed then more horses than she had at any previous period; and yet more horses were needed, or how could there have been a scarcity. The want existed in the numerical deficiency of the general utility horse. The thorough-breds had increased, according to Admiral Rous, both in size and numbers since the com-

mencement of the century. And other authorities gave opinions upon the subject; but in giving them, it would appear from the evidence before us, only took under their consideration the English thorough-bred. The general utility horse escaped their attention, or was deemed unworthy of that notice which it was the ostensible duty of the committee to have considered.

The general utility horse does not receive the attention he deserves.

The truth appears on the slightest reflection how it is that the race-horse rules dominant in the minds of horsemen, and why the utility horse does not command that attention which, in a national point of view, its importance demands.

In the breeding of thorough-breds for racing purposes the youngsters represent certain items with which every racing

man who buys one hopes to gain a prize; in fact, the idea of gain being excluded from the calculation such animal would hardly find a buyer, or at any rate, he would fail to realise the heavy prices usually obtained unless the race-course loomed in the distance.

Gambling a barrier to the propagation of useful breeds.

For the past two hundred years the love of racing, or more properly, the tendency to gamble, has prompted Englishmen to breed horses for the turf, animals required only to exhibit one pace, viz. to gallop; the walk, the trot, &c., not being a qualification demanded from racing stock. The race-horse must gallop; and to obtain this end the fastest galloping parents have been selected from year to year as the progenitors of our thorough-bred horses. And this is

the seclusive breed that Englishmen for the past half-century have devoted all their energies and money to propagate. Had one-fourth of this money been expended in improving the general utility breeds of horses, we should not now have to be dependent upon foreign importation for our useful supplies. But does the British thorough-bred assist us in our everyday life traffic ? Does he represent an important item in calculating our national prosperity? Not so much as many would have us believe, especially if we impartially take into consideration the qualifications which the race-horse, as a beast of burden, lacks when placed in juxtaposition with commoner breeds. The British thorough-bred is, without doubt, the fastest galloper in the world.

**The merits of the racer and utility horse considered.**

He is, moreover, capable of great endurance if not overweighted, and is conspicuous in certain specimens for great beauty of form, and indirectly represents an important element in the future improvement of coarser breeds.

The actions of the race-horse enumerated.

But do these recorded qualifications alone give assurance that such an animal would constitute a useful labourer? A horse to be a good hack should walk well and trot with ease, and if in harness must lift his legs from the ground and step brightly. Does the thoroughbred, as a rule, so comport himself? Certainly not! He usually daisy cuts in his walk and trot, and many a Welsh pony bred on the mountains would exhibit greater form at these paces, with weight too on his back or behind him in

a vehicle. The racer again could not compete with the van or cart-horse for strength; he could not draw heavy carts laden with weighty commodities, at such work he would not last a week. As a weight-carrying hunter and brougham-horse he sometimes puts in an appearance, when his size, strength, and good shape, command a price only to be reached by the very rich. The thoroughbred horse very seldom exhibits, unfortunately, the qualifications required to carry sixteen stone, or to draw a ton; yet many half-bred animals possess that physical development which renders them capable of such performances. And it is this breed which we are much in want of and which the foreigner, from British material has supplied, and consequently

Weight required to move heavy burdens.

the one the Englishman of the future ought to propagate.

Incentives to the breeding of utility horses on the continent.

In foreign countries the lust after the possession of territory has prompted man to breed horses for war purposes, and in places where large armaments are the order of the day large supplies of horses are demanded, and these of the best quality. The foreigner had noticed in the past the value of the English cavalry and artillery, and to how great an extent the excellence of his horses had contributed to success in the field. He had learnt how England had propagated these breeds, and in British markets has purchased equine goods to be made up, by judicious selection, with those in his own country, which has resulted in the production of some of the best general

utility horses in the world. These have formed the backbone of more than one great military organisation in Europe, and, in emergencies, have enabled them to take the field well prepared; whereas England, not long ago, when war seemed not far distant, was compelled to hunt up supplies from outside sources.

Supply not to hand in the day of need.

A lesson has constantly been taught us, and yet we have failed to recognise its importance at the proper moment; late in the day necessity has forced us to energetic action in procuring that which we should have already possessed. The demand has created the supply, but at the same time the demand has caused the supply to increase in value, and the nation has been obliged to pay larger prices for her troop-horses than would

have been the case had she been sufficiently well supplied so as to have been prepared.

The breeding of thorough-breds for racing purposes.

The root of this evil and the so-called scarcity of horses is to be found in the extensive propagation of thorough-breds for the sole purpose of racing. On the continent, on the other hand, a good supply of horses is always kept up, because racing with them is a pastime and not a business. Their extensive military organisations create a demand for useful horses, and therefore their business operations are directed in attempting to propagate general utility horses.

It seems strange that the wealth of horse-loving Englishmen should be concentrated upon the production of

one select breed of horses, and that only because they are conspicuous as fast-gallopers — that English intellect should be absorbed in breeding horses capable of running successfully at a very early age over short distances, sometimes not exceeding half a mile.

Short race-courses productive of evil.

Is this course calculated to improve our breeds of horses? Racing was established to improve the breeds of horses, and large sums of money are voted yearly in royal grants for races in which thorough-breds alone figure. Is this system likely to operate successfully in procuring the extension and improvement of our commoner breeds? The blood-horse is master of the situation within the arena of the race-course, whereon he only exhibits one action; only is eminent

at racing speed; and all other paces, and they are many and varied, which belong to low class breeds, never seem to have entered into the consideration of British horsemen? Consequently good walkers fast trotters, and weight-carrying hacks have never been supplied with an arena whereon their respective qualifications could have been tested, although such animals have assisted and continue to assist us in the operations of our extensive commerce. France and Germany devote their energies to propagate this very breed which we discourage. They recognise—as every horseman of experience does—the great value of the English thorough-bred, and in this country select our best types and give a higher price for English sires than we do. But they

No arena for trotting races exist in England.

The purpose for which foreigners buy English horses.

do not buy them with a view to produce race-horses, but to cross with native mares of their respective countries in order to obtain general utility horses.

American horses surpass all English breeds in trotting, and our brothers possess more horses as beasts of burden than we do. They purchase our thorough-breds, and by judicious selection and crossing have produced animals of high courage and endurance, which qualities have been derived from English stock. American trotters.

In Germany everything seems to be rendered subservient to the development of a powerful military organisation. For the equipment of a large army, it is necessary that the cavalry transport and artillery should be placed upon a firm

footing, and above all things that horses attached to these branches of the service should possess quality and substance. These properties she ensures by importing English blood-horses to improve the quality, which she mates with coarser native breeds, exhibiting substance; and in proof that this system has answered, we have only to remember that during the past few years German horses have found their way into this country, and some of the best steppers in London during the past season were bred on the continent. So good are many that it requires more than a good judge to determine their foreign extraction.

The improvements among foreign horses obtained through the medium of English blood.

France of late years has imitated England in instituting races; but this in

comparison with the "all the year round" racing practised here is of a very limited nature, and moreover France does not concentrate all her energies upon this particular, but like Germany obtains British thorough-bred blood to mix with her native stock in perfecting a powerful military system.

The horses of Greece.

It is impossible to exactly indicate from what sources our early breeds of horses originated, but it is necessary in order to establish the accuracy of the above recorded assertions to investigate the history of the past. We know that the Greeks indulged in equine exercises, conducted on horseback and in chariots, and that they ranked as the highest public games; but we fail to learn from Greek authors the size of the horses

used for war or amusement. The monuments and wall paintings which have been left to posterity by ancient Greece, afford us only slight assistance in our attempt to determine the size of horse which was in the habit of performing at Olympia, Cythia, and Isthmia. In an Etruscan graveyard a wall-painting was discovered which represents horses harnessed to chariots, about to enter the hippodrome, in which the horses are much larger than the vehicles, in fact, are out of all proportion with them, and so are many horses and carriages similarly depicted by Greek artists.

The size of the ancient Grecian horse.

The sculptors of the period produced statues of horses, which were conspicuous for their beauty of design and correct anatomical delineation, which

points to the fact that the ancient Grecian horse, if small, possessed elegance of form and proportion which at this day would be considered indicative of quality. Grecian monuments.

By ancient authors the war steed is constantly mentioned. Tacitus describes the celebrated breed which existed in Argolis, and the surrounding pastures are described by Homer as affording grazing ground for a fine breed of horses. The ancient kingdom of Thessaly was famous for its horses, which from the descriptions given, were evidently of large size, as the fiction of the Centaurs is allowed to have originated from them. Diodorus Siculus states that Macedonia in ancient times "abounded in horses above all other countries in Ancient descriptions of Grecian horses.

Greece," that in the royal stud near Pella three hundred stallions and thirty thousand mares were kept. Horses were evidently more highly esteemed by the ancients, and were given as presents and often demanded as tribute.

Horses paid as tribute.

Strabo informs us that the Cappadocians paid an annual tribute to the Persians "of one thousand five hundred horses, two thousand mules, and fifty thousand sheep"

Roman horses.

The exact type of horse the ancients possessed, and the height and size to which such animals grew, we are unable exactly to determine. Researches in the subject direct our attention to the shoes excavated from Roman and other tumuli, when the size of the shoe found indirectly allows us to indicate the size

of horse for which it was forged. Most of these shoes of the oldest type are small and seem to have intended for the hoofs of ponies or mules. The shoes discovered in one century were smaller than those discovered during the next, and from this fact it can be deduced that if the horses' feet grew larger their general bodily development increased in size, proportionately with their hoofs.

Size of shoe indicates indirectly size of horse.

The Germans or Cimbri are represented by Tacitus as a race of big men possessed of great bodily strength. Cæsar considered "their bodies grew large and robust because their animal spirits had not been exhausted in their youth, by learning, study, or other troublesome occupation." Certain it is that they seldom cultivated the soil or engaged in

trade pursuits, but devoted their lives almost exclusively to martial exercises and hunting, in performance of which they necessarily required large horses to carry them ; and in Bavaria and other localities in the German states horse-shoes larger than those found in Roman tumuli have been discovered. At the same time the shoes usually found in Fatherland give evidence that the Germans, like the Romans, possessed for the most part only a small race of horses, although unusually large horse-shoes have been excavated from regions bordering on the banks of the Rhine, and from this it may be conjectured that large horses to a certain extent were used by this nation for military exploits and smaller ones for hunting and everyday use.

Large horse-shoes discovered in Germany.

From the foregoing it will be recognised that from the early Roman down to subsequent periods, the size of the horse increased, and this doubtless was effected by the admixture of the large type of horse which existed in mid-Europe with the smaller breeds.

Extension of civilisation has operated beneficially to the improvement of horses.

From the earliest times to the present day the requirements of barbarous and cruel war have instigated men to obtain powerful horses for martial purposes, and this, together with the extension of civilisation, has caused the equine tribes throughout the world to increase both numerically and in corporeal development.

If we pass from the days of ancient Greece and Rome, we soon meet with an incentive to the production of large

horses in the tournament. The Troy game practised by the Roman youth is described by Virgil to be an equestrian exercise, and was the forerunner of the tournament, a pastime in which large horses, weighted with armour and heavy riders, contended. It is impossible to determine the exact date of the first tournament. Nicetas states that the Emperor Emanuel Comeninus "invented tilts and tournaments at the siege of Constantinople." Nithard mentions the exhibition of an equestrian pastime similar to the tournament exhibited in Germany before the Emperor Louis and his brother Charles the Bald, about the year 842. He recounts how knights of different nations formed into two equal divisions rode against and other

Troy game.

The tournament instituted.

wise engaged each other as if in battle.

The Germans claim to have been the originators of these sports in 936. The French assert that Geofry of Previlli in Anjou, who was killed at Gaunt in 1066, was the first to invent the tournament. But from whatever country it derived its origin large horses must have been required to carry heavy men weighted with armour; consequently it is certain that weight-carrying horses at the dates above indicated, were somewhat numerously represented. The tournament was not, however, established in England until sixty years after the Norman conquest, but at the same time William and his followers brought over with them from Normandy

Large horses from Normandy.

large horses. The Bayeux tapestry represents the boats of the invading army full of horses. "Every knight has a small hack on which he rides without armour, whilst his great war-horse is led by a squire."

The Bayeux tapestry.

From the character of this picture we learn that the large war-horse and small nag were contemporaries of the Anglo-Norman period. The tournament charger was not of the same powerful breed as those which represent our wagon horses of the present day. They were animals not sixteen hands high and possessed little more stamina than a brougham-horse of to-day. The small nag was also a mere pony. Its primary origin might have been derived from Greek or Roman sources; but it was

nevertheless larger and superior to the native breeds of Great Britain, and consequently well adapted, through the medium of judicious selection of parents, to create a larger type of animal.

The history of the past fails to give information sufficiently distinct to enable us to determine the exact type the original British horse assumed; but from the slight evidence which can be brought to bear on the subject it would appear that the native breed of Great Britain found their representatives in a race of small ponies, in many instances not higher than twelve hands if so much, as the horse-shoes found in Roman and Saxon tumuli prove.

The original British horse.

In early times, the Romans, Danes, Saxons, and Norwegians, in making their

incursions upon this country, brought with them horses which, by admixture, doubtless stamped their impress upon the native stock, and so primarily paved the way to the permanent improvement of the British horse; for when Cæsar landed in England he wrote of the country as, "Dives equûm," &c., and well he might, for in addition to a cavalry force he was opposed by four thousand chariots which, he narrates, were managed with great dexterity, and inflicted considerable loss upon the invaders.

Cæsar's opinion of British horses.

When the English resumed the arts of peace the possession of horses, from a national point of view, was considered of great importance, for we find that Athelstan prohibited their exportation.

History reveals therefore the fact that

previous to the Norman Conquest horses were numerous in Britain, and that the natives were skilled equestrians. From this epoch to the period of the Norman Conquest no authentic information can be obtained relative to the condition of the English horse; but immediately after the Conquest history comes to our assistance and distinctly tells us the various phases through which the British horses have passed in attaining their present excellence. Previously to this period it would seem that no large war-horse had ever set hoof upon these shores; but after the death of Harold every Norman knight in England was the owner of a large war-steed, and, although the tournament at this time was not a national institution, the

Horses of the Norman knights.

war-steed represented the progenitor of the horse about to be used in the tilting yard and the hunting grounds, to preserve which William laid desolate many villages of England, necessitated the propagation of horses larger than ponies, and we may assume that from the commencement of the Plantagenet dynasty an improvement in the British breeds of horses began.

Horses brought to England by the Normans.

The nobles who accompanied William the Conqueror brought with them many horses, both war-steeds and small horses. These animals, when distributed throughout their various and newly acquired possessions, furnished the means, by intermixture with native breeds, whereby a general improvement was effected. "One of these nobles, Roger

de Belesme, Earl of Shrewsbury, is particularly celebrated for introducing Spanish stallions into his Welch possessions.

The tournament on the continent had become a pastime for warriors ; in England the love of hunting the deer retarded for some years the institution of the tournament. The hunting field, fortunately, gave an impetus to the propagation of large horses to carry heavy men, and with the tournament a further incentive occurred in causing the exportation of large horses from Lombardy and Flanders to these isles.

Importation of horses from Lombardy and Flanders.

The account we have of the first tournament in England was during Henry II.'s reign, and FitzStephen informs us that on every Sunday in Lent

The first tournament in England.

a tournament was held in Smithfield, where young Londoners, mounted on war-horses, rode into the fields and there performed a variety of warlike evolutions, armed "hastilibus ferro demptis;" and the tournament ruled supreme on the continent and in England until the reign of Elizabeth, soon after which date the race-course gradually pushed out of existence this ancient pastime.

Intermixture of various breeds.

The large horses in England during the days of the tournament were not largely represented, but a sufficient number were kept by knights and others so as to cause by intermixture with smaller animals, the gradual increase in the size of the British horse; and these continental horses even during the days referred to did not exhibit the

quality the smaller horses possessed; consequently it was from other sources that improvement in the smaller breeds was commenced.

The horses of the Saracens.

The Crusades offered an opportunity to the warriors who left this country for the Holy Land to note the excellence of the horses ridden by the Saracens; and on their return to this country many Asiatic horses found their way to England, and became the progenitors of that stock whose descendants, in the days of the first Stuart, and later on, were able to contend on the race-course.

The advent of the Crusaders' foreign horses to England was the first step which led to the introduction of greater quality to the English light-bred horses and to the improvement of heavy types;

and is the first authentic record in establishing the fact of the importation of an exact type of horse. These were Asiatic horses which were purchased by British warriors, or taken in battle, and most likely were selected for their good forms and qualities, and came from the same or similar stock through which the importations of Charles II. descended. They were Eastern horses—were Barbs, Turks, Arabs, and Persians, and many of these types in the East have retained their splendid characteristics through a thousand years. They were, as they are now, small, that is, not more than fourteen hands and a half high, but it was due to these animals that the English pony increased in size, and the charger gained quality.

Importation of Eastern horses.

On the continent years previously to

the Crusade period, the Turks had been celebrated for their breed of horses, and various authentic accounts have reached us relative to the beauty and fleetness of the Turkish horse. It is needless to recount the fabulous story of the mares belonging to the prophet Mahomet; but suffice it to repeat that the Eastern horse was celebrated for his eminent qualifications in prose and verse six hundred years after the Christian era. This establishes the fact that in Central Asia and Southern Europe Mahomet and his army were supplied with a goodly array of splendid horses, horses destined through their descendants to improve the coarser types of the equine race throughout Europe, and for England in particular.

The horses of Mahomet.

The horses brought to this country

by the crusaders had most likely derectly descended from the stock with which Mahomet and his followers had waged war, and this, taken into consideration with other facts soon to be exposed, proves that it was from the Eastern horse England originally derived the quality now to be noticed throughout the whole range of her equine breeds.

Quality in all the breeds of British horses obtained from Eastern horses.

For the tournament, the light Arab looking horses imported by the crusaders would have been useless. For this pastime heavy horses were imported, and it was from intermixture between these two types that quality was obtained and great size conserved. Upon such steeds the warriors of old faced their enemies in the battlefield and on the titlting ground

encased in armour so weighty that it sometimes demanded the assistance of two squires to mount them.

Chargers of great size were imported by the Anglo-Normans, Plantagenets, and Tudors, from Flanders and Lombardy, and Chaucer thus sings the praises of this equine type:

> For it so high was and so broad and long,
> So well proportioned for to be so strong,
> Right as it were a steed of Lombardy.

Before the great horse the race of ponies gradually receded; the small animals were mated with imported weight-carriers, and thus the standard of height was raised from eleven to fourteen if not fifteen hands, for we find that during the reign of Henry VIII. a law was passed which enacted that no stallion less than

Laws passed to promote the breeding of large horses.

fifteen hands and no mare less than thirteen hands should run wild in the country. A colt two years old and under eleven hands and a half high was not permitted to run on any moor, forest, or common where mares were pastured, and at Michaelmastide the neighbouring magistrates were ordered to drive all forests and commons and not only to destroy such stallions but also "all unlikely tits, whether mares or foals." It was further ordered that all prelates and nobles, and all those "whose wives wore velvet bonnets, should leap and ride upon stallions not less than fifteen hands high, and in Edward VI.'s reign a law was passed prohibiting the importation of stallions below fourteen hands and mares below thirteen hands high.

Orders to slaughter small horses and "unlikely tits."

It is certain, therefore, that in 1550 great attention was bestowed by Englishmen in securing a better type of horse than had previously existed, although the progress to perfection was very gradual, as we learn from Blunderville who lived in the days of Queen Elizabeth that two classes of horse existed in the country — "very indifferent, strong, slow, heavy draught horses, or light and weak;" and it is, moreover, a notorious fact that during this reign horses were scarce. Whether this was caused by the destruction of "the unlikely tits," during her father's reign and afterwards, cannot be determined. But history informs us of the scanty and meagre display the British cavalry made at Tilbury Fort when assembled there to be inspected by Elizabeth.

**Horses of England during Elizabeth's reign.**

During this reign private matches were often run for; and ladies of high rank who had been accustomed to ride by the side of gentlemen on pillions, which practice was soon discontinued after the introduction of vehicles to carry people by the Earl of Arundel, 1580.

Introduction of carriages.

Lumbering horses were first attached to these primary heavy carriages. The then novelty caused most of the nobles and the rich "to set their Pickfords," which ultimately led to better designs in the constructions of carriages, and to an increased demand for active horses. So great, we learn, was the demand for carriages, and horses to draw them, that a Bill was introduced into the House of Lords "to restrain the superfluous and

excessive use of coaches;" and although the Bill was never passed, an inspection of former statutes for the promotion of an improved breed of horses was ordered, which resulted in causing the perpetuation of the antiquated custom of pillion riding. But there is no doubt that the introduction of carriages acted as a powerful incentive to the propagation of active horses. The pillion was suited to the back of a heavy, slow animal, but not to that of an active nag, the kind of horse whose services were sought alike for the carriage and the chase.

The pillion.

Battles being fought with artillery, rendered heavy armour defenceless, which was consequently reduced to a light description, was only partially adopted and then more for ornament than use. The

man with a light breastplate and helmet no longer needed a cart-horse to carry him. As the weight of armour decreased, the ponderous and inactive charger lost his occupation, and was superseded by a more agile animal.

The occupation of the tournament horse on the wane.

During Elizabeth's reign the tournament was on the wane, and the institution of private race meetings, ultimately to be followed by public ones, gave the finishing stroke to the old pastime and an extra impetus to the propagation of horses adapted for racing purposes.

Horse-racing legally established.

It was not, however, until James I. ascended the throne that horse-racing was legally established, in which pursuit this monarch took great interest, and was the first to introduce into England a horse known to be a pure Arabian stal-

lion, which he purchased of a Mr. Markham for five hundred guineas. We possess no record of this animal's produce, but the fact proves that the promoters of racing recognised in the Eastern horse the type of animal they required to improve the common stock, although the great qualifications of such horses had then only been partially established; for we find Gervase Markham praises the English-bred horse of this period as being superior to those of other countries: "I do daily find in mine experience that the virtue, goodness, boldness, swiftness, and endurance of our true-bred English horses is equal with any race of horses whatsoever," and accuses those of ignorance who have made assertions to the contrary.

First recorded importation of an Arabian stallion.

"The true English horse is tall of stature and large proportions; his head, though not so fine as the Barbarie or the Turkes, yet is lean, long, and well-fashioned," &c.

Markham's opinion of the "true-bred" English horse of this period.

Again, "For swiftness what nation has brought forth that horse which has exceeded the English? When the best Barbaries that ever were in their prime, I saw them overrune by a black hobbie at Salisbury, and yet that black hobbie was overrunne by a horse called Valentine, which Valentine neither in hunting or running was ever equalled, yet was a plain-bred horse both by syre and dam. Again, for infinite labour, as long endurance, which is to be desired in our hunting matches, I have not seen any horse to compare with the English. He

is of tolerable shape, strong, valiant, and durable."

The kind of horse alluded to was evidently the production of cross breeding and most likely descended on one side from stock brought from Palestine by the Crusaders. Our ancestors at this period had never kept an account of how they bred their horses, therefore it was impossible for them to determine the exact relationship of individual specimens, or whence good form and excellent qualities were derived.

Our ancestors kept no account of equine relationship.

It was during the first Stuart's reign that a "distinction was drawn between race-horses and common stock by patrons of the turf, who selected the most distinguished runners of both sexes, and

classified them as professional race-horses."

At this epoch public races were formally gazetted, and meetings were held at Garterly in Yorkshire, at Croydon, and Theobald's Enfield Chase; horses were trained. "Ten stone was the standard weight" for riders, who were weighed before and after a race, as at the present day.

Incentive to the breeding of fleet horses.

During James I.'s reign racing began to be somewhat extensively cultivated, which led to the necessity for the creation of fleeter horses than those destined to draw the carriages of the rich, and to carry on a pillion a man and his wife. The coach and racing saddle as years rolled on demanded active horses, and it was soon discovered that the type required

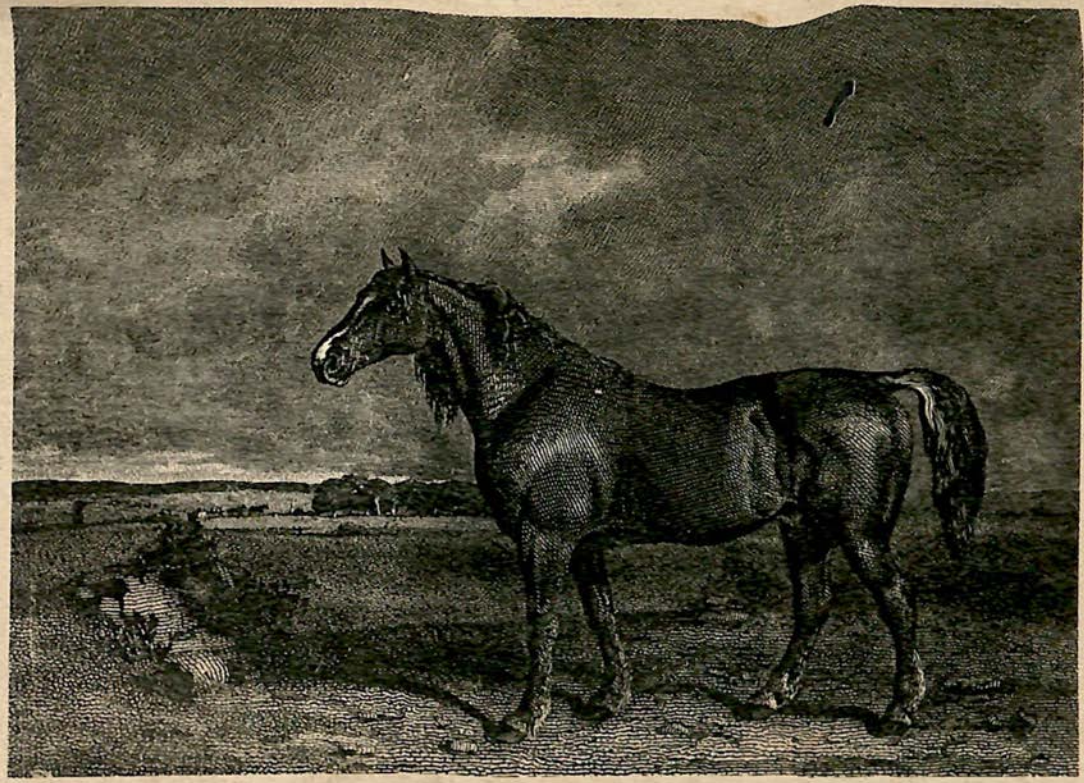
for the improvement of the British breeds of horses could alone be obtained from Eastern sources, whence it was introduced during a succession of years. James the First's Arabian, D'Arcey's White Turk, brought from the Northern coast of Africa by Pace, afterwards Master of the Horse to Cromwell; the Selaby Turk imported by the Duke of Buckingham, and the Morocco Barb by Lord Fairfax, &c. These were the days during which a great advance was made in the creation of swift horses; and from the works written about this period it is evident that the breeding of heavy horses was a declining pursuit, for we find Lord Harlegh lamenting "the visible diminution" of the old stock known as "the great horse."

The visible diminution of "the great horse."

During Charles I.'s reign the propagation of light and rapid horses was encouraged to so great an extent as to cause the presentation of a memorial to that prince, stating that the breed of stout and powerful horses, "fit for the defence of the country," was likely to disappear unless measures were adopted to encourage the propagation "of this useful and important type of horse."

Presentation of a memorial to Charles I. lamenting the gradual disappearance of stout horses fit for the defence of the country.

The occupation of the tournament horse had gone; that of the pack-horse had partially disappeared; the turf had usurped the place of the tilting-yard; the coach had removed a portion of the pack from the horse's back; the order of the day was for swift gallopers, and every means by cross breeding and



ELEPHANT. A CART-HORSE STALLION, 17 HANDS HIGH. 1811. THE PROPERTY OF H. MEUX, ESQ.

foreign importations was resorted to in order to effect the creation of horses, "who looked as though the speed of thought were in their limbs." From such ancestors the British thorough-bred has descended.

During the civil wars, therefore, the love of horse-racing smouldered in the minds of Englishmen, but did not break out into full flame until after the Restoration, when it fell to the lot of Charles II. to become one of the most distinguished patrons the turf has ever known. He established the course at Newmarket, built a palace and stables there, organised the meeting at Datchet Mead near Windsor, and was, during his reign, the largest single handed importer of Oriental horses.

*Charles II. the first great supporter of the turf.*

The Duke of Newcastle's book on horsemanship.

In 1667 the Duke of Newcastle published his work on horsemanship, which he dedicated to Charles II.; and it was in great measure owing to the impression the contents of this book had upon the mind of Charles and his courtiers that agents were sent to distant countries to procure Oriental horses. The Duke having been exiled during the Commonwealth, visited various countries, and in so doing was enabled to note the peculiarities of equine stock in individual countries, and from amongst them he selected the Barb as his ideal of what a horse should be. He writes, "The Barbary horses, I freely confess, are my favourites, and I allow them the preference as to shape, strength, natural air, and docility. Mountain Barbes are horses of

the best courage; many of them bear the marks of wounds they have received from lions" And in giving advice relative to the improvement of the then existing breeds in England, the Duke evidently saw the importance of cross breeding, and noticed what great care was demanded in selection of parents by those about to establish stud farms. He writes, "The best stallion is a well-chosen Barb or beautiful Spanish horse. Some people pretend that a Barb or Genet produces too small a breed. There is no fear of having too small horses in England, since the moisture of the climate and the fatness of the land rather produces horses too large. In the choice of breeding mares I would advise you either to take a well-shaped Spanish or

His advice relative to the selection of parents.

Neapolitan. When these are not easily obtained, then a beautiful English mare of a good colour and well marked."

The Duke of Newcastle was the most conspicuous English horseman of his day, and it was through his advice that Charles's agents made their selections. They procured Oriental stallions and mares, Barbs, Turks, Persians, and Arabians, which animals soon became the inmates of the royal stables; and in a short time Charles was the owner of the finest equine breeding establishments in the world, and was the first to put in motion the animal machinery which has ever since retained its impression in the propagation of the English blood-horse.

Importation of Oriental horses.

From the above it is evident that at

the time Charles was founding his celebrated stud, Barbary, Spanish, or Turkish horses were imported to fill the royal stables, and that previously to this period English horses of quality, such as Valentine, mentioned by Markham, were running on the turf, and "beautiful mares" were to be found as the dams of future stock. Those animals that were known winners, we may assume without fear of contradiction, were mated with the Oriental importations, whose offspring formed the root from which our present thorough-breds have derived their origin.

Oriental horses mated with English-bred stock.

The successive sovereigns of the House of Stuart kept magnificent studs and employed agents to purchase horses of va uable Oriental blood. We possess no

record of the pedigree of these animals, although we are well aware that from them our blood-horse has been manufactured, the "Stud Book" was not issued until 1808, since which period a regular account of so called thoroughbred horses has been kept; and in investigating the early issues of the "Calendar" we find that the English racer has, without a single exception, descended from Barbs, Turkish, Persian, or Arabian stallions and from Barbs, Arabians, or royal mares.

Descent of the thoroughbred.

Great difference of opinion exists relative to the exact pedigree of the Oriental horses imported by the Stuarts. The great authority, the late Admiral Rous, considered them to be of "the purest breed of the desert, were Arabian horses

bought in Constantinople or Hungary, and had descended as 'a pure' Eastern 'exotic,' whose pedigree could be traced for two thousand years, the son of Arabia Deserta, without a drop of English blood in his veins."

Admiral Rous's opinion of the Eastern horses imported by the Stuarts.

Very important qualities have been derived from the Arab, but the Arab made his mark upon improved stock, upon animals with English blood in their veins, and possessing at the same time qualities produced by Barbs, Turks and Persians.

Many people talk about blood; of course it is only a word to indicate that certain quality belongs to a horse. Of what does it consist, or what leads us to discover the difference between a coarse and well-bred animal? In the external

configuration, in the elegance of shape, which cannot be attained unless every part of the body be well proportioned the one to the other. Both beauty and strength are evidenced by proportion, and according to the extant and degree of proportion velocity and endurance is ensured. Instances have occurred in which horses have alternately beaten each other on different courses, the short compact horse proving himself victorious over hilly and heavy ground, the one possessed of length being successful on the flat.

Formation not blood.

It was recognised in the time of the Stuarts that the English racer was a clumsy looking animal in comparison with the Barb or Turk. He was strong, and, in some instances, of large build, but did not possess the elegant form of the

Barb, neither was he able to hold his own with him on the race-course.

It was, however, thought by our ancestors that the agile and graceful form of the Eastern horse, if combined with English stock, would produce a better animal than either parents. This combination, as we all know, resulted in success, and was effected by such horses as the Helmsley Turk, Byerly Turk, Pace's White Turk, D'Arcy's White Turk, Selaby Turk, &c., and by numerous Barbary stallions, especially by Dodsworth, Carwen, Bay Barb, Greyhound, the Compton Barb, and the Toulouse Barb. The first cross possessed much of the quality of the Eastern sire combined with the stamina of the coarser stock. The patriarchs of the turf.

The breed of horses which the Stuarts

found in this country furnished the parent stock for the English racer, by giving the superior size and proportion of moving parts, the Barbs and Turks supplying the locomotive system, the one in request when fleetness of limb was demanded; and although the Eastern horses did not directly create the thorough-bred of to-day, they caused the great move which led to his creation, by introducing the material to which the greater quality combinations effected by Arabs was afterwards introduced.

Proportion of moving parts given by Eastern horses.

The history of the past cannot lead us to agree with Admiral Rous in his assertion that the thorough-breds of to-day have descended in a direct line from pure Arabs, "as pure exotics without a single drop of English blood in their veins."

Although the Admiral recognised how important it was "in in-breeding, from man downwards, to obtain a fresh cross of good blood," yet he was unwilling to admit that unless the Barbs and Turks had hied from the desert they could not have given the impress they did to the equine stock of this country.

Admiral Rous on Barbs and Turks.

Lessons in physiology have taught us times out of number that superior breeds are developed, not by breeding within a distinct circle, but by intercourse derived from outside sources. It was thus the royal mares of Charles II. and the native born English mares when mated with Turks and Barbs, represented that intermixture in which physiologists have told us to anticipate success.

Cross breeding.

It is almost impossible to understand

how Admiral Rous, with the knowledge he possessed, could have asserted that all the horses imported from the East during the Stuart dynasty were pure bred Arabians of the desert, whose pedigree could be traced back two thousand years, and that "the English race-horse both on male and female sides had descended from these animals."

Barbs and Arabians distinct breeds.

It is generally admitted by travellers that great differences exist between Barbs and Arabians. The Duke of Newcastle, in his work recently referred to, evidently drew a great distinction between a Barbary and an Arabian horse, and gave his preference to the Barb. Even at the present day we find distinctions made, not only between horses bred in different countries, but also be-

tween the various tribes of Arabian horses. Therefore it would be very difficult to prove the truth of Admiral Rous's assertion that "the English race-horse, both on male and female sides, had descended from pure-bred Arabians."

Blunt's history of the English blood horse.

Mr. Blunt, in the September issue of the "Nineteenth Century," 1880, very distinctly gives the history of the English thorough-bred. "It was not till the Stuart Restoration that the foundation of the present thorough-bred was laid by Charles II., who, by his connection with Sangier, his Queen's dowry, obtained certain Barb mares of a quality superior to anything hitherto imported for the Royal stud, and which as "Royal mares" form the foundation of the English Stud Book. That some of these Royal mares

No evidence to show that the Royal mares were pure-bred Arabians.

may have been true Arabians is possible, though there is no evidence to show this; for Charles seems to have sent agents to the Levant as well as to Barbary, and we know that the Levant Company was then already established at Aleppo, where English merchants would be in easy communication with the north Arabian Desert. At the same time Eastern blood was being rapidly introduced in the male line through the Turkish Barb and Arab sires purchased by these very merchants in different parts of the Mediterranean, and the produce of these sires, partly from Royal and partly from native mares, whose produce was constantly crossed and re-crossed with Arabian or quasi-Arabian blood, became accepted generally as a thorough-bred."

If one fact has been impressed more upon the minds of breeders than another it is that all the improved breeds of domestic animals owe their excellence not to cohabitation within a distinct line of the same family, but co-admixture with other breeds, and to this general rule the British race-horse has been no exception.

By cross breeding the British race-horse has obtained his present excellence.

In 1618 Michael Barrett noticed the benefit that arose from cross breeding: "Although the Spanish Genet and Irish Hobby, and the Arabian courser are held both by Maister Blunderville and Maister Markham to be the chief for pacing and neat action, there is the bastard stallion begotten by one of them on our English mares, which doth exceed either of them in toughness," &c. The good effect of

Barrett's evidence.

cross breeding was noticed so long ago as 1618, and no doubt the writings of such a man as Barrett did much to lead breeders to resort to those principles which he suggested as likely to result in success.

The first crosses from Barbs and Turks were "good enough to run away from the garrans of that era" (Rous), but swifter horses were yet to be obtained for Old England, and by mere accident; for previously to Queen Anne's reign a prejudice in England existed against Arab blood, which was effectually removed when Darley in 1715 purchased of his brother, then residing in Aleppo, the Darley-Arabian who was the sire of Flying Childers, "the fastest horse over a long distance that ever ran."

The advent of Darley Arabian.

In 1725 the Godolphin Barb, commonly called Arabian, was brought to these shores, and from these two horses our most distinguished racers have descended. The Godolphin by many authorities is said to have been a Barb; at any rate he was of uncertain caste. He was purchased out of a water-cart in Paris from a person unacquainted with his pedigree, but whether Barb or Arab matters little. That all these imported horses were of Oriental descent is certain, that they possessed agile forms and racing qualities in their day cannot be denied. Our forefathers imported them to improve the then existing breed of racers, and they were not selected on account of what we inaccurately call blood, but because they exhibited external configu-

The Godolphin Arabian.

ration indicative of fleetness of limb, and of endurance.

Upon this strain, produced from such animals, the Darley and Godolphin Arabians gave those excellent impressions which have ever since been sustained.

What our ancestors did from the days of the Tudors to the termination of the Stuart dynasty.

For the English horse the Tudors attempted to obtain greater size, to which the Stuarts introduced quality in the shape of the Turk and Barb. For this improved English-born breed the two celebrated Arabians above mentioned produced almost perfection, "that is, the Asiatic horses failed to effect any improvement beyond what existed, or the same class of horse which originally had been landed in this country, was not of the same quality as their predecessors. And this possibly was the fact, as in 1750

Osmer writes: "Accurate observers must have noticed that the greater part of horses brought to this country as Barbs and Arabians have exhibited a palpable deficiency in the points contributing to strength and the want of general substance; they are more or less disproportioned, crooked, and deformed in some part or other; though their shoulders exceedingly incline backwards, yet their forelegs stand very much under them. The Godolphin Arabian, when I saw him, stood bent at knees, with his forelegs trembling under him."

Opinions on the immediate uncrossed descendants of Eastern horses.

Again another author complains, 1770: "The immediate (uncrossed) descendants of Eastern horses have of late years, almost without exception, proved so deficient that our breeders will no more

have recourse to them than the farmer would to the natural oat, which is little better that a weed, to produce a sample that should rival that of his neighbour in the market. Were the finest Eastern horse that could be procured brought to the starting-post at Newmarket, with the advantage of English training to boot, he would have no chance at any weight or for any distance with even a second-rate English race-horse."

Defects in progeny caused by in and in breeding.

Such was the opinion entertained in 1770 relative to the immediate descendants of Asiatic horses, and it can be easily explained how failure resulted from the cohabitation complained of. The same family had been bred from, within the same lineal descent, horses had been propagated; and although our fore-

fathers even at that day knew that in and in breeding, alike in man and animals, produced ill effects in progeny, and that a cross from a distinct family was productive of good results, evidence of which had been before their eyes daily for century, yet they did not recognise that the perpetual use of Oriental stallions mated to similar bred mares must in the long run, as it did, terminate in the production of useless race-horses. The good form which might have existed primarily ultimately decayed by close breeding in the same family, whereas among the cross-bred animals, the "second rate English race-horse, who could beat them at any weight and for any distance,"—and why? because he had acquired size and greater development of

The cross-bred horse wins.

locomotive organs than his early progenitor the Oriental horse, the one "little better than a wild oat," yet the wild oat had originally assisted in production of the fine specimens which England of 1770 could boast such great things.

Walker on intermarriage.

Walker in his book on intermarriage writes: "The native breed of English horses formed the parent stock of the English racer, by furnishing the posterior series of organs directly and indirectly, and especially superior size and proportion of moving parts, and the Asiatic horse did the rest by furnishing the anterior series of organs; the forehead, the organs of sense, and the fourth application, action, the vital system, and density of fibre," &c. The good results of these crosses can be illustrated by facts.

"To a cross with the Byerly Turk, we are indebted for the Herod and Highflyer organisation; to the Godolphin Arabian, said to be a Barb, for the Matchem organisation; to the Darley Arabian for the Flying Childers and Eclipse organisation; and to the Wellesley Arabian, believed to be a Persian, for what is said to be the only advantage gained to the English race-horse by a foreign cross in later years."

"On the good effects of crossing," Cline writes, "we are told that the great improvement in the breed of horses in England arose from crossing with those diminutive stallions, Barbs and Arabians; the introduction of mares from Flanders into this country was the source of improvement in the breed of cart-horses."

Cline on the improvement in the breeds of horses.

How was it these Barbary, Turkish, and Arabian horses operated so successfully in producing race-horses? By means of their good blood, many reply; as if blood had anything in the world to do with it. Well-proportioned locomotive parts, inclined shoulders, legs and joints in proportion, carcase strong and chest deep, thighs well let down, constitute formations calculated to insure animals of rapid locomotion and of endurance; and these good qualities did not exist in race-horses of James the First's time, but did during the reign of Queen Anne.

Good form not blood.

The light and active Oriental horse stamped his impression upon royal and native bred English mares, from whom descended the race-horse of 1750, which at this date our forefathers discarded as

a useless progenitor of stock, because he failed to produce such good horses as the manufactured English racer did. His occupation had gone, and at the end of last century very few Asiatic horses were imported, as their performance on the turf never brought credit to their owners. They never have been able to beat an English race-horse on any ground in the world.

At the end of last century and the beginning of this, half-bred horses constantly appeared on the turf; but since the foundation of the "Racing Calendar" the thorough-bred has, with very few exceptions, alone figured at our race meetings, and his pedigree has been clearly kept, so that we have been enabled during the past eighty years to trace his

Pedigrees of thorough-breds.

"family lines" at a glance; and does not reference to the "Blue Book" tell us a tale the exact meaning of which we fail to comprehend?

In 1750 we had produced, by crossing, a race-horse so perfect that it was discovered to be detrimental to continue the application of Oriental horses to existing breeds. What have we done since? We have continued to breed within the strain made perfect one hundred years ago, without having recourse to the inoculation which did so much good when Admiral Rous's garrans were running. Perhaps up to the present time we have been able to breed good horses, but of late years; and many horsemen assert that we do not possess such good horses now as we did sixty

We continue to breed within the same strain made perfect years ago.

years ago, that they lack endurance, and that there is not a race-horse living who could run a six miles course in any form. Two hundred years ago they did.

In 1676 a race was run on Winchester downs, "none but gentlemen to ride, four mile heats, fourteen stone was the weight up without the saddle, and fourteen stone two pounds and a half with." And during last century the majority of royal plates were given to six year old horses, carrying twelve stone; and the Duke of Rutland, owner of Bonny Black, the best mare of her day for a long distance, in 1719 challenged all the world to run sixteen miles for one thousand pounds." This mare was by Black Harry by the Byerley Turk out of a mare by

Long distances and heavy weights during last century.

a Persian stallion. In this instance we have demonstration of the good effects produced by cross breeding. Certainly we do not now test our horses' powers of endurance. We act in utter opposition to the system which our ancestors considered necessary to produce horses of fleetness and endurance. What has led to its occurrence? The gambling table has created a lust for gain, men have been led, to think that on the race course fortunes could be made *per saltum.* They raced formerly matured horses at long distances. The prompter who held the dice box in his hand suggested that horses ought to be brought out sooner; that three year olds might with advantage perform on the turf; that much time and money would be saved if it

The evils of gambling.

were so ordained. It became the order of the day; but these young animals were unable to run the four-mile courses. It was then suggested that the length of the course should be reduced so that the young animals could do the journey without evincing symptoms of distress; it was reduced, and then it was thought two year olds might perform. They did; but the distance proved too long for them, and consequently courses little less than half a mile, is a platform upon which racing men delight to see their too youthful animals perform.

The cruelty of racing immature horses.

Our American brothers, imbued as they are with the same love of horses as ourselves, adhere in many respects to the same principle our fathers adopted, "by breeding only from stallions which could

stay a distance, and very naturally," writes Admiral Rous, "when all their great prizes and matches vary from two to four miles. We played the same game until the commencement of this century, but when great stakes were made for shorter distances, it was soon ascertained that the sons of stout old stallions could not win a two thousand guineas stake against the blood of Rubens Castrel, and Selim." And what has been the effect of short distance courses upon the breeds of British horses? That horses do not at the present day possess so much stamina as they did at the beginning of the century.

Lack of stamina in the British breeds of horses.

According to Admiral Rous's account, when a large prize was offered for a short race it would have been ridiculous to

have supposed that racing men would breed horses of stamina, when it had been demonstrated that the "sons of stout stallions" could not win a stake against "lighter bred horses." Although such is the fact, it proves, so far as the racer is concerned, that we are not breeding the stout animals our grandfathers did, and for the simple reason that the demand creates the supply for light-bred animals; and this and such continued system of breeding directly tends to produce animals deficient in stamina, and militates against the propagation of stout stallions capable of improving our coarser breeds.

Short courses promote the creation of horses deficient in stamina.

The introduction of short courses for young animals has produced these evils, and the Mephistophiles of the gambling

table was the first to suggest that concessions should be made to accommodate the dice-box transactions. As long as long distances were the order of the day matured horses and of stamina were alone able to contend, but in short journeys a light built animal will race down one stoutly made. Many a two year old weed can beat a well-proportioned horse over half a mile, but increase the distance to three miles and the tables will at once be reversed. Which is the more useful animal of the two ? which one is capable of the greater endurance ? which one will make the best progenitor of stock ? There can be but one answer.

Which is the more useful animal of the two—the slightly or the stoutly built racer ?

What has instigated this system to breed light horses ? Why the gambling table, which at first was contented to

cause only matured horses to perform on the race-course; but later on the lust for money prompted those careless of evil consequences to enter young animals to run before their bones were set, before the tissues of their bodies were fully developed; and yet racing men want us to believe that such a system is calculated to improve our breeds of horses.

Ninety-nine men out of one hundred who attend race-meetings for the purpose of betting are not interested in the welfare of horses. The horse to them is an item whereby they expect to make money. A roped course without a betting ring would not allure them to its confines, but a dice-box attracts them as a loadstone a needle; its magnetic influence enslaves patrician and plebeian

Ninety-nine men out of one hundred attend race-meetings for the sole purpose of betting.

alike ; they may be ignorant, and usually are, of the qualities proper to a good horse, and yet we find such people backing their opinions with money on a subject about which they possess little if any knowledge.

What does this thirst for gambling lead to ? The aristocrat often forfeits his broad acres, and attempts with the little property left to borrow money in order to enable him to recover his estates by the same which caused his first loss.

Vain hope.

Alas ! *Vana spe illusit imago !*

Many of us could report how many an Oxford undergraduate's career has been marred by the love of gambling. How often the retired coachman who has accumulated property, or has been left sufficient money by his previous employer to keep the frowns of the world

from his life home, invests in "good things," which turn out to be bad ones immediately after the numbers have been "run up."

A feeling against gambling evidently pervades all classes, so much so that a law has been passed prohibiting the existence of betting houses in England, and against the poorer classes congregating in thoroughfares for the purpose of laying and giving odds; and would the public generally recognise the fact that gambling not only injuriously affected those dabbling in its meshes, but also the horse, the innocent cause of so much disaster, the rattle of the dice-box would perhaps, to a certain extent cease, to the benefit of man, and the permanent welfare and improvement of the British breeds of horses.

Gambling acts most injuriously to the permanent welfare and improvement of British-bred horses.

No scarcity of race-horses exists in this country, as our everyday race meetings testify, but the demand for general utility horses far exceeds the supply; and this has been produced by the energy and capital of horsemen being diverted from the legitimate undertaking of propagating useful animals to that of speculative race-horse breeding. Out of every thirty foals born, does more than one pull out a winner, or even an animal of stamina? and if these creatures do not prove runners, of what value are they for saddle or harness? Of far less worth than the weight-carrier or brougham-horse, the supply of which we stand greatly in need; and although the materials are at our elbows awaiting use, we refuse to employ them, and this

General utility horses *versus* racing stock.

because the betting ring exalts the price of yearling blood stock. The price realised at our public auction marts for blood colts sixteen months old, by no means represents their intrinsic value; they command large prices because purchasers expect them to turn out winners, and to be the means whereby to place large sums on the right side of their ledgers.

In buying racing stock every purchaser fancies he has found "the right thing."

The race-course acts as an adjuvant in the production of horses, but in doing so propagates only the racing class, one ill-adapted for general utility purposes, and seldom good at any pace except galloping, a movement seldom required for the carriage or van horse, and those animals which assist in our everyday traffic.

For commercial and purposes of pleasure the useful breeds are much in request. So much are they in demand that half the horses we employ hie from the continent. "'Tis true 'tis pity, and pity 'tis 'tis true."

Of what type are such animals? Thorough-breds :—

Useful breeds for purposes of commerce and pleasure.

1. Heavy and light cart-horses for waggons and vans.

2. Stiffset animals bred from between nags and cart-horses or thickset nags to trot with heavy carts behind them.

3. Light nags bred from half-bred mares, by thorough-bred or Arabian stallions.

All the continental horses imported to this country have been brought to their present form by intermixture with the

English blood-horse, and by the same means they continue to improve their native stocks, threatening, as before stated, to excel us in a few years. If the German and the Frenchman can manufacture good horses from materials not so good as our own, on the one side, and with ours on the other, for which he does not hesitate to pay a large figure, it needs no explanation from me to make manifest a national suicidal policy. Our home-bred utility horses are superior to those of the continent. The foreigner knows it, and where to purchase "what's wanting" in this country; and by cross breeding and careful selection of parents produces horses which may be to-day seen by the thousand drawing our metropolitan vehicles. Are we not to learn

Continental horses improved.

By cross breeding with English thoroughbreds.

a lesson from the continent? If we do not, the day is not far distant when our boasted superiority in horse-flesh will prove to be a delusion and a snare.

The improvement obtained for British horses during the past three hundred years can be readily understood by any who will recognise facts. When Charles II. ascended the throne the English race-horse was easily beaten by his or other Oriental importations, which became intermixed with animals ranging in size from the small pony to the great horse; and to these classes they gave to their offspring improved form and qualifications. This improved stock when mixed *inter se* produced a still better class of animal, and in my belief obtained a degree of excellence which alone awaited

The lesson that has been taught.

the arrival of the Darley and Godolphin Arabians, as far as the thorough-bred was concerned, by a cross, to create almost perfection. For by tradition we learn that Flying Childers was the fastest horse of his day over a long distance, and no horse that ever lived has before or since made the time Eclipse is said to have done. If such was the case we cannot boast that we now breed horses of the same metal.

The horses of the past—can we beat them?

The first cross with Oriental horses produced a marked improvement; but by the continuous reapplication of the same strain, by intermixture between the strain produced, the faults consequent upon in and in breeding soon became manifest, and the British race-horse began to lose those qualities which had been

Evils of in and in breeding.

Recognised by physiologists.

effected by the first or second crosses. The horsemen of that day recognised the deficiency but could not account for it. The knowledge of the physiology of breeding was not understood by them, and few horsemen understand it better now; and had it not been for the accidental importation of the Darley and Godolphin Arabians, we should not now be able to boast of possessing the best breeds of horses in the world.

Admiral Rous, although knowing the benefit of judicious crossing, could not recognise it in the thorough-bred. The royal mares of Charles, and the numerous imported Oriental horses were all alike to him; they were pure-bred animals of the desert, "without a single drop of English blood in their veins." But at

Contradictions.

the same time he observed the rare improvement that had been effected, and how the horse of to-day was superior in almost if not every quality to those of the past, so much so that he would not allow that Flying Childers and Eclipse ever made the time with which they are credited. "The form of Flying Childers might win a thirty pound plate; winner to be sold for forty pounds. Eclipse might pull through in a fifty pound plate; winner to be sold for two hundred pounds."

Admiral Rous on the form of Flying Childers and Eclipse.

This may be a strong opinion; it is founded on the fact that, "whereas, one hundred and fifty years ago, the Eastern horses and their cross were the best and fastest in England, at this day a second-class race-horse can give five stone to the best Arabian or Barb and beat him

from one to twenty miles. I presume therefore that the superiority of the English horse has improved in that ratio above the original stock."

Such being the Admiral's opinion, 1860, we naturally seek to learn how he accounts for the "great superiority" which the English horse has attained.

He attributes it to our "damp foggy climate," combined with "good pasture and judicious management." He has increased in size, strength, and in vigour "in these damp foggy little islands," and although the Admiral speaks of the first cross, &c., as producing our primary first-class race-horse, in the next page he asserts that no cross ever occurred, and speaks of Turks, Barbs, and royal mares as pure Eastern exotics and allows

Cross or no cross.

no intermixture with the old English racing stock of James I.'s period.

If climate and good pasture effected all the improvement which Admiral Rous allows did occur, how was it that antecedent to the Charles II. day the ponies during the Tudor epoch did not increase in size. The climate and pasture played the same part then that it is said to have played years later on; and surely the Tudors would not have caused laws to be passed for the slaughter of small horses and "unlikely tits" if they had recognised that good pastures and a humid atmosphere would have produced, greater size. The truth was that the small horses of England lacked fresh cross, which did not occur until after the Oriental importations; and every physio-

Climate and good pasture could not alone have affected the improvement which Admiral Rous admits did occur.

logist knows that sometimes in a cross, when two animals are mated, their offspring will attain greater size, strength and vigour than either parents, and this will take place even if the colt during early periods of its existence be subjected to injudicious management, or is fed upon food "far from good." The same will take place again and again, so long as the selection of parents be made with care; and if the after-management be judicious success will be certain.

Climate and food plays an important part in improvement.

Good oats and rich pasture in a moist climate play an important part in causing improvements in our breeds of animals to remain permanent; but it never has nor could produce a superiority of size unless the materials for the production of size were at our disposal.

The Turks and Barbs were imported to this country by accident, to afford amusement to the luxurious Charles and his Court.

Our ancestor's knowledge of the physiology of breeding was very limited; had it been more extensive we might have possessed good practical information on this important subject. But sufficient has been handed down to enable us to recognise how great has been the improvement in our breeds of horses, and in a degree how these changes from bad to good have been effected.

Lack of practical information does not allow us to note how good effects have been obtained.

The Oriental horse by a cross with English-bred and other mares produced a change for the better, and continued to do so until our ancestors commenced treading upon the dangerous ground of

In and in breeding productive of degeneracy in offspring.

in and in breeding ; and when degeneracy was noticed, and the writers of 1750 denounced the Eastern horse as a useless progenitor of stock, the British stock had been reinoculated with the same lymph, and cousins refused to propagate offspring so good as themselves. The law against which nature ever sets her face had been violated. The only means whereby to mend matters existed in a recourse to the same system which operated so successfully from the first importations ; and luckily, by accident, the Darley and Godolphin Arabians arrived, and gave a "fresh cross of good blood," the good effects from which are to be noticed throughout the breeds of all British horses.

A cross of good blood to the rescue.

Breeding within the same family was

arrested, and Nature's wise laws were assisted, when the English mares were mated with the progenitors of Flying Childers and Eclipse.

Almost all our famous breeds of domestic animals have been brought to their present excellence, not by breeding in a direct line of the same family, but by continuous application of sources from outside ; and it has been the adoption of this system by which the thorough-bred has been manufactured.

We have arrived now, 1880, at a period similar to that of 1750, when the Oriental horse was denounced, or in fact when in and in breeding was impressing its degeneracy upon our equine stock ; and fortunately a remedy exists, by resorting to a "fresh cross of good blood."

Do we not now breed, as regards the thorough-bred, too much within the same family?

Our ancestors were rescued from their dilemma by the importations from Aleppo and Paris. Cannot we now, with all our boasted knowledge of good shape, &c., find better animals in Asia than our grandfathers did?

The qualifications of the Arabian horse disregarded.

Many horsemen decry the good likely to be derived from the Arabian. Last century he was the sire of splendid stock; so he would be now if the best male and female Kehilan specimens were selected to mate with half-bred animals, so as to produce a fine type of general utility horse, for saddle or light harness. Englishmen of the present day do not recognize the eminent qualifications of the Arab, but he is not without supporters, and he has a very powerful one in Mr. Blunt, who writes thus of him as a progenitor of stock:

"He is less likely from the real purity of his blood to get those strange sports of Nature which are the curse of breeders, misshapen offspring recalling some ancient stain in not a stainless pedigree. The true Arabian may be trusted to reproduce his kind after his own image and likeness, and of a particular type. It will rarely happen to the breeders of Arabians that a colt is born useless for any purpose in the world, except, as they say, "to have his throat cut, or be run in a hansom. Whether he be bred a race-horse or not he will always find a market as long as cavalry is used in England or on the continent. He is a cheap horse to breed, doing well on what would starve an English thorough-bred, and requiring less stable work from his docility. Above all,

Blunt's opinion of Arab horses.

The Arab does not inherit those weaknesses common to English racing stock.

whatever diseases he may acquire in time, he starts now with a clean bill of health, inheriting none of those weaknesses which beset our present racing stock. He endures cold as he endures heat, fasting as plenty, and hard work as idleness. Nothing comes to him amiss. For what other creature under heaven can we sa so much ?"

The British thorough-bred, many assert, is perfection, that he cannot be improved upon ; but of the general utility class there is hardly a horseman who does recognise that of late years he has been going down hill, that he does not possess the same stamina nor endurance as the horses at the early part of the century did.

The general utility horse not so good as he was years ago.

If such be the case it can readily be

understood that the demand for race-horses, or more properly subjects for the gambling table, has been great and the supply greater ; that men breed horses to gallop them into or sometimes out of a fortune. The immediate lust for gain prompts them to abuse their young horses before their bones are thoroughly cemented, before the tissues of their bodies are half developed. At two years old they compel them to race with a weight on a back that ought not to carry any. And this, we are asked to believe, is done with a view to improve the breeds of horses ; and this false system will continue to flourish so long as two year old races and half mile courses are tolerated.

Does the racing of immature horses tend to their improvement?

The first step towards the improvement of our horses lies in the discontinu-

94402

ance of racing two year olds, and of early training generally.

Impossible to condition immature animals so easily as adults.

It is impossible for a man to condition an animal for a three year old race so well as he could a five year old, and for the simple reason that he has to work upon imperfect, that is unfinished machinery. For two days previously to Stockwell running for the Derby he had not eaten an oat, caused by the soreness of his gums consequent upon early dentition, and we all remember he failed to win. The same story might be repeated of other horses, who would have raced to the front had not slight maladies attendant upon youth retarded their training or operated against them on the day of trial.

Juvenile maladies retard training.

Nineteen out of every twenty colts

who pass into the trainer's hands are unable to withstand the ordeal they are compelled to undergo; breakdown, lacerated muscles, &c., unstring the harp of a thousand cords, and the oft repeated announcement that such and such a colt has been struck out of his engagements appears on the play-bill.

Accidents consequent upon early training.

The great authority, the late Admiral Rous, recognised the evils attendant upon early training and short distance courses, he writes—

"What we require is a national prize of £5,000 to be run for by four year olds and upwards, three miles, which might induce horse-owners to show more mercy to young horses," in fact make a demand for matured horses to run three or four miles distances, and the supply of stout

Admiral Rous suggests a long course for four year olds and upwards.

ones will be forthcoming to obliterate from the racing programme early training and the running of immature animals.

Institute larger stakes for longer distances, and by this means horses will in great measure be preserved from accidents common to youth, and their powers will then be conserved for greater feats than this generation has seen.

**The English thorough-bred has absorbed too much attention.**

The English thorough-bred has, as before stated, absorbed the attention of the nation to the exclusion of that due amount of consideration that the general utility horse deserved, and this, not because he was not much wanted, but owing to the eagerness with which men devoted their energies to racing pursuits, to a degree which never could have occurred had not the maddening influ-

ence of the gambling diamond always glittered in the betting ring.

Are not the other breeds of British horses more important to the nation in a commercial point of view?

They certainly are!

Is it not therefore to our interest to direct our energies and our cash to the propagation of horses better than those that weekly arrive from the continent and America?

American horses.

If years ago we had followed the example of our American brothers by the institution of trotting races, a stalwart breed of carriage horses would be ours.

The Americans adhere to the system, like our ancestors, of breeding only from stallions which can stay a distance. With

this system they commenced, and have never attempted to alter their plans, for last century they imported from this country a stout-built horse, Messenger, by Mambrino, who, "in 1768, was considered a wonderfully fast trotter for a race-horse." —"Book of the Horse." Sidney's Mambrino was the grandson of Sampson, "the strongest horse," according to Laurence, "that ever raced before or since his time." Messenger in America became the progenitor of stock from which some of the best trotters in the States have descended.

Sampson, Mambrino, and Messenger.

The Americans possess the means for the propagation of the best horses in the world through all their various types. Their great extent of country allows them to devote large enclosed spaces for their

America about to become the greatest horse-producing country.

brood-mares and youngsters to roam over, and during the severe winters they are as well able to protect their stock from the inclemency of the weather as we are. They have, with few exceptions, descended from the same horse-loving families as we English, who, in the days of the Stuarts, did all in their power to create the fastest galloper. Whilst our brothers on the other side of the Atlantic have succeeded in manufacturing the most celebrated trotter in existence, they like ourselves have been assisted in creating their breeds of horses by English thorough-breds; but they have amalgamated them with native and cross-bred stock, and at this day think that more general success is to be anticipated "by sticking to trotting lines, or taking tho-

America has manufactured the fastest trotters in the world.

rough blood with a strong trotting cross already engrafted."

Kellogg, New York, on trotting strains.

"In the past, breeders who built largely upon thorough-bred foundations have met little success in producing trotters, and have either given up discouraged or changed their plans; but already we see occasional instances where they did excellent foundation work, though they finally condemned and discarded it. It is not for a moment to be assumed that all thorough-bred blood has more vital force and perfect physical organization than a high quality of trotting blood. Indeed, there is plenty of it not to be compared in stamina with the best trotting blood. But there is no question that many animals from the best of the great racing strains, such as come from Lex-

Physical organization of racing strains.

ington, Vandal, Australian, Yorkshire, Bonnie Scotland, &c., possess a physical organization suited to the continuance of great effort at speed, which, if once converted successfully to the trotting action, would give us horses of power and capacity surpassing any present demonstration. Many breeders contend that this has been tried and cannot be accomplished, because there is an opposing nature in the thorough-bred, fixed and established by continuous breeding, that annuls the less established inheritance of the trotter, and fails to yield to it. Manifestly, past experience mainly, almost entirely, confirms that view. But as a more established inheritance is effected in the trotter, a stronger power contends with the action of the thorough-bred, and the

Failures and anticipations.

circumstances are altered. Hence we are occasionally beginning to find weight enough in the trotting end of the scale to tip the beam that way. When, if ever, it can be done, as we believe it will be, with sufficient frequency to pay for attempting it, we anticipate much general improvement in the capacity of trotting stock; but for the present it is safe to assume that more general success will be had by sticking to trotting lines, or taking the thorough blood with a strong trotting cross already engrafted."

Sires, to produce trotters, must be selected from trotting strains, not from thorough blood.

The American trotting strains may not now be improved upon by intercourse with the English thorough-bred, but the pure-bred Arabian, with his movements on the trot and walk, always better than the British racer, and in many instances

an animal of fast and good trotting action, constitute him as a progenitor of trotters, and such a cross of good blood might assist America in improving her celebrated strains.

The Arabian might be used with success in America.

In England, for a century past, the occupation of the Arabian has gone; but this is no reason why he should not find useful employment in diffusing his quality throughout the various types of British horses.

Mr. Blunt expects more. He proposes in the future to raise a thorough-bred strain of Arabian race-horses, capable of holding their own with English racers. By this means Admiral Rous's theory of the Eastern exotic would be put to the test. The Arabian, being a pure-bred animal, is just the sire or dam to be used

Admiral Rous's theory.

with good results by cross breeding in the production of good hacks, hunters, and carriage-horses, and for this reason, "that being truer bred than any other horse, he is more likely to impress his own character on his produce."—Blunt, "Nineteenth Century."

In proposing the use of Arabian blood, Mr. Blunt recognizes the importance of an incentive, and proposes "the establishment of a weight for age race for Arabs, with a respectable stake to run for." But such races would only be increasing the number of fast gallopers, and would not in any way form an inducement to the more extensive propagation of the general utility horse, and, in my opinion, Mr. Blunt will find that the manufactured English race-horse will not be

Weight for age races for Arabs.

beaten by Arabians, even those born in England, and nurtured with care and under the most favourable influences. But to form a cross with thick-set half-bred animals and trotting stock, they will in time, *i.e.* if Mr. Blunt's wishes be carried out, assist us in the production of our useful breeds where quality is essential. Being pure-bred, the Arab may be depended upon to stamp his impress on his offspring with greater distinctness than any other sire. "He is less likely, therefore, to get those strange sports of Nature which are a curse to breeders, misshapen offspring, recalling some ancient stain in a not stainless pedigree."—Blunt, "Nineteenth Century."

The distinct position for the Arab in England.

Purity of blood important.

At the present moment we can produce the best horses in the world; but

we are allowing other nations to overtake us, and, unless we bestir ourselves in time, shall be defeated.

Courses for trotting races ought to be instituted.

As race meetings in the past have markedly contributed to perfecting the galloping of the thorough-bred, would not the institution of arenas for trotting matches in more than one place in Great Britain constitute an incentive to the production of fast trotters?

We boast in our possession of the finest shaped horses, and yet are celebrated as regards pace in only producing the fastest galloper. American trotters derived from similar sources to our own can beat us at any distance, and eleven years ago the American Prioress was the fastest four mile mare in England on the flat.

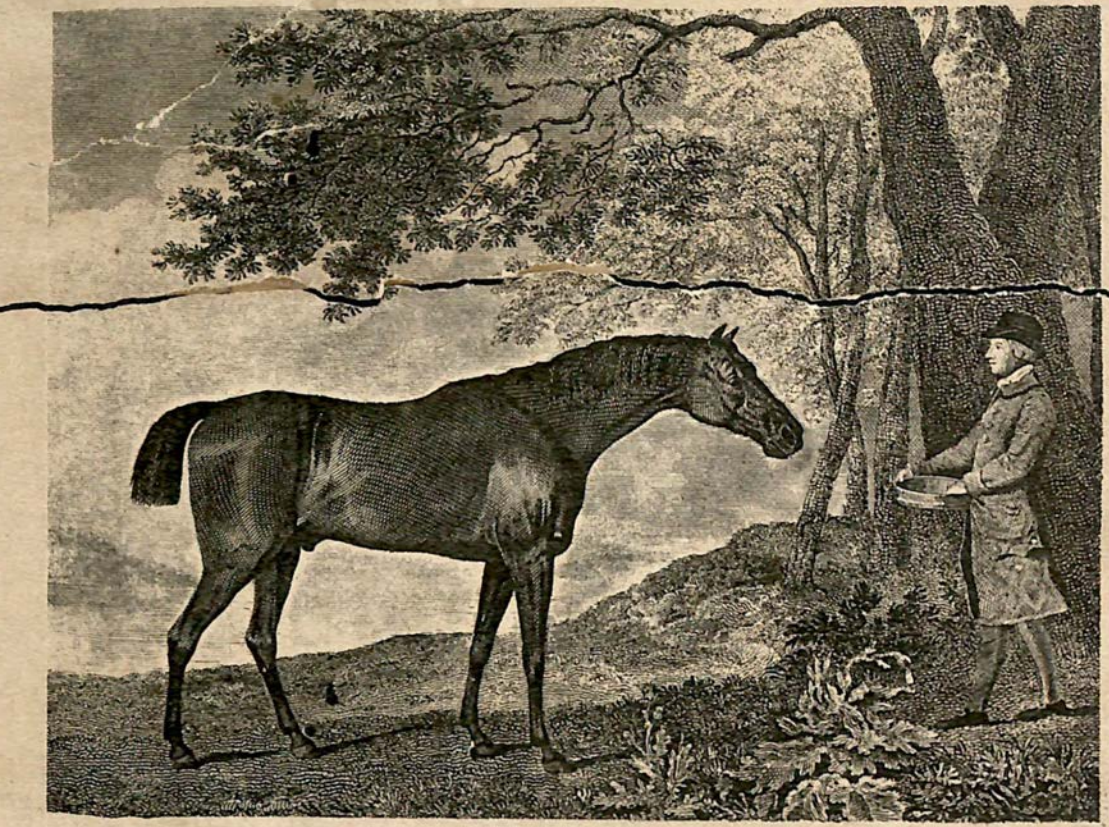
The American Prioress.

By cross breeding with the thoroughbred and Arabian, careful selection of parents, by the formation of arenas for trotting races, by the discontinuance of early training and short distance courses, great benefit to the British breeds of horses may be anticipated.

How to attain a desired end.

By the adoption of such treatment we should be able, in a few years, to meet our American brothers on their own ground, and to point not only to the fastest gallopers, but to the fastest horses at all paces in the world.

LONDON:
PRINTED BY W. H. ALLEN & CO., 13 WATERLOO PLACE.



SHARKE.

# SHARKE.

Got by Mark, his dam by Snap, grand-dam by Marlborough, brother to Babraham, out of a natural barb mare, was renowned for his performances, which were deemed greater than any other horse's in England. At three years old he beat Postmaster for five hundred guineas; he received from Prior two hundred guineas; he won from Jacinth three hundred guineas; at four years old (April 17th 1775) he won a sweepstakes (ten subscribers, two hundred guineas each); and another, thirteen subscribers, one hundred guineas and a hundred of claret each; also the Clermont Cup, value one hundred and twenty guineas, and one hundred guineas each; and a sweepstakes (thirteen subscribers, twenty-five guineas each). He won five hundred guineas from Cincinnatus, and beat Johnny (six years old) for one thousand guineas, when five years old. He again beat Postmaster for one thousand guineas, and won a sweepstakes (three sub-

scribers, one thousand guineas each). He beat Rakes for one thousand guineas, and won of Leviathan five hundred guineas (July 8th). He received from Critic one thousand guineas; from Johnny, five hundred; and beat Fireaway for three hundred guineas. At six years old he walked over B. C. for one hundred and forty guineas; he received from Leviathan five hundred guineas, and again beat Leviathan for one thousand guineas, and Hephestion for five hundred guineas. He won ninety-two guineas for all ages when ten horses started. He received one hundred guineas compromise from Lord Grosvenor's Mambrino; and when aged he beat Nutcracker a mile.

Digitized with financial assistance from the
Government of Maharashtra
on 05 October, 2018